

NOTES ON WILD  
LIFE IN HONGKONG  
AND SOUTH CHINA  
By THE REV. O. A.  
RUSSELL, M.A.  
To be had at the  
"CHINA MAIL" Office.  
Part 1 and Part 2  
Price \$1.00

# The China Mail.

ESTABLISHED 1845

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and "OVERLAND CHINA MAIL"  
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Amoy, Patell & Co.  
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No. 16,198.

號八月四年五十五百九千壹英

HONGKONG, THURSDAY, APRIL 8, 1915.

卯乙未歲年四國民華中

PRICE, \$8.00 per month.

**A. S. WATSON & CO., LTD.**  
Wine & Spirit Merchants  
ESTABLISHED 74 YEARS  
Agents for  
**MESSRS. W. & A. GILBEY'S**  
WINE & SPIRITS.  
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SCOTCH WHISKY.  
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PILSENER BEER.

THE "CHINA MAIL"  
NOTICE

Communications relating to news should be addressed to the Editor.

Correspondents must forward their names and addresses with any communication addressed to the Editor, but not necessarily for publication but as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to "China Mail" is \$35 per annum; per quarter and per month "pro rata".

The "China Mail" is delivered free to subscribers in Hongkong and Kowloon.

Postage is charged at the rate of fifty cents per month.

Orders for extra copies of the "CHINA MAIL" should be sent as soon as possible as the supply is limited. Ocean letters, Credit 20 cts., per copy.

Rate of subscription to the "Overland China Mail" is \$12 per annum; postage \$1 per annum extra. Single copies twenty cents each.

Alterations and additions to Advertisements on Pages 2, 3, 4, and 7 should be sent to the Office, No. 2, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 6 and 8 should be sent us not later than 1 p.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telephone Address "MAIL" Hongkong. Code, A.B.C. 5th Edition.

Telephone No. 22.

THE CHINA MAIL, LIMITED

GERMAN OPPRESSION.

High Handed Treatment of Dutch.

The Hague, Feb. 13th.—Independent testimony of the sufferings of Belgium under the heel of the invader is provided by the Dutch Chamber of Commerce in Brussels, who, in conjunction with other Dutch societies in Belgium, have sent to the Minister for Foreign Affairs at The Hague a protest against the treatment of Dutch subjects by the German authorities.

There are about 80,000 Dutch subjects in Belgium, and strong complaints are made that their business is interfered with unreasonably, particularly through the unnecessary restriction of traffic.

When grievances are brought to the notice of the German officials they are treated cynically.

The Dutch Government is requested to take some action on behalf of its subjects in Belgium.

It is in the manner in which subjects of neutral countries are treated the lot of the unhappy Belgian can be imagined. In several towns a proclamation is published to the effect that in the case of fugitives of military age it is the intention of the German Government to inflict heavy fines on their families left behind in Belgium.

An article of significance as an indication of the increasing feeling among German Socialists in favour of initiating a peace movement appears in the Neue Zeit. The author is Herr Hoch, a member of the Reichstag. He declares that, while it is the duty of all Social Democrats to do everything possible for the defence of the security and independence of the Fatherland, it is also the special task of Social Democrats to work for peace. Particularly at this time, he says, it is the duty of Socialists to convince the people of all countries that the moment has arrived to conclude an honest and lasting peace.

By Order of the

BOARD OF DIRECTORS.

Hongkong, March 27, 1915.

THE FORTY YEAR TEST.

An article must have exceptional merit to survive a period of forty years. Chamberlain's Cough Remedy was first offered to the public in 1872. From a small beginning it has grown in favour and popularity until it has attained a world wide reputation. You will find nothing better for a cough or cold. Try it and you will understand why it is a favorite after a period of more than forty years. Chamberlain's Cough Remedy not only gives relief—it cures. For sale by all Chemists and Storekeepers.

**BUSINESS NOTICES.**  
**STEAM LAUNCH FOR SALE**  
Bolinder and Kelvin Motors  
**W. S. BAILEY & Co., Ltd.**  
ENGINEERS AND SHIPBUILDERS.

THE ONLY EXCLUSIVE  
ENGLISH TAILORS  
IN THE COLONY.  
*Disc Bros.*  
No. 1, WYNDHAM ST.  
(Corner Street).  
ESTABLISHED 1900.

**HONGKONG TURKISH BATH & TOILET CO., LD.**  
NOW OPEN  
LADIES DAYS MONDAYS AND TUESDAYS  
CHARGES—  
Turkish Bath — — — — \$3  
Electric Bath — — — — 3  
Complete Body Massage — — 2  
Simple Bath — — — — 75 cts.  
FOR MEDICAL BATH DOCTORS PRESCRIPTION WANTED.  
SPECIAL PRICES FOR VOLUNTEERS.  
15 QUEEN'S ROAD CENTRAL, HONGKONG.  
J. O. SOPIESS, Manager.

**KENNEDY'S HORSE REPOSITORY.**  
NOTICE IS HEREBY GIVEN that all Claims against the above Business must be Forwarded to me on or before 15th April, 1915. No Claims received after that date can be entertained.  
C. BERNARD BROWN,  
Liquidator.  
C/o LINSTED & DAVIS.  
Hongkong, April 3, 1915.

**HONGKONG & WHAMPOA DOCK COMPANY LIMITED.**

**THE SHARE CERTIFICATES** Nos. 2410/2411 for 10 and 25 shares respectively, numbered 12739/12748 and 35658/35662 inclusive, standing in the Register in the joint names of George Andrew Hastings and John Barham Cantwell, having been lost or destroyed, NOTICE IS HEREBY GIVEN that unless the said certificates be produced at the Office of the Company, Queen's Buildings, Victoria, Hongkong, before the 24th April, 1915, new certificates for the said shares will be issued and the old certificates will thereafter be held by the Company as null and void.  
GEO. A. CALDWELL,  
Secretary.  
Hongkong, March 24, 1915.

**GREEN ISLAND CEMENT COMPANY LIMITED.**

**THE 26th ORDINARY ANNUAL MEETING** of Shareholders in the Company will be held at the Offices of the Company, 8, Cross Street, Singapore, at 10.30 a.m., on SATURDAY, the 10th day of APRIL, 1915, at 12 O'CLOCK Noon for the purpose of receiving a statement of Account and the Report of the Directors for the year ending 31st December, 1914 and declaring a Dividend.  
The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, 1st APRIL to SATURDAY, 10th APRIL, 1915, both days inclusive.  
By Order of the  
BOARD OF DIRECTORS.  
Hongkong, March 27, 1915.

**PATELL & CO.**  
Exporters & Importers  
General Merchants  
and  
Commission Agents,  
HONGKONG, CANTON,  
SHANGHAI AND  
HANKOW.

**HONGKONG, CANTON, SHANGHAI AND HANKOW.**

THE ALEXANDRA CAFE cannot be beaten. If Equaled. For Breakfast, Confectionery, Meals with Wines & liquors.

**BUSINESS NOTICES.**  
**THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.**  
TAIKOO DOCKYARD, HONGKONG.  
SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL AND MECHANICAL ENGINEERS.  
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE AND ELECTRIC SYSTEMS.  
Estimates given for quick construction and repair of Ships, Engines, Railways, Rolling-stock, bridges, and all Classes of Engineering, Iron and Steel Work.  
GRAVING DOOR 73" x 83" x 34"  
Pumps empty Dock in 2-3/4 hours.  
THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with most efficient results.  
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Ropes, etc.  
AGENTS FOR—  
JOHN I. THORNTON & CO., LTD.  
PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.  
As supplied to the British Admiralty and War Office.  
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.  
MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, etc.  
Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Torts Office.  
BUTTERFIELD & SWIRE  
HONGKONG, CHINA AND JAPAN AGENTS.  
Telegraphic Address: TAIKOO DOCK. Telephone No. 212.

**LIPTONS**  
No. 1 Tea 95 cts. per lb. Fochow Buds 80 cts. per lb.  
Our own Special Blend of India & China Teas 85 cts. per lb.  
Roasted & Ground daily the best Java Coffee 75 cts. per lb.  
For absolutely the best Cup of Tea, Coffee, Cocoa; also Scones, Cakes &c. procurable in Hongkong—to be obtained only at  
**THE ALEXANDRA CAFE**  
LADIES CLOAK ROOM.

**BAGUIO HOTEL**  
Baguio, P.I.  
5,000 Feet Above Sea Level—Mean Temperature, 65°  
The Coming Health Resort of the Far East  
Eight Hours from Manila, Rail or Auto  
Bracing Climate in the Pine Country or Northern Luzon  
The "BAGUIO" is unequalled for location, cuisine, homelike atmosphere and modern up-to-date features.  
-P-6 Up, Daily. -P-35.00 Up, Weekly  
Special Rates For Prolonged Stays  
BENQUET COMMERCIAL CO., Proprietors—Cable Address—"BECOME"  
213

**THE HONGKONG HOTEL AND GRILL ROOM**  
J. H. TAGGART,  
MANAGER.

**PEARL HOTEL**  
ADMIRABLY SITUATED AT VICTORIA GAP.  
Adjoining the Tramway Terminus, 1,400 feet above Sea Level.  
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.  
Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms, Roof Garden.  
Terms—From \$5 per day Max.  
Telegraph Add: "Pearl"  
P. O. FEUSTER,  
Manager.

**GRAND HOTEL**  
A FIRST CLASS AND UP-TO-DATE HOTEL, most central location within the vicinity of all the principal Banks.  
Voted for the Best Food, Refreshments, Accommodation and Cleanliness, Cuisine under European Supervision. A First Class string Orchestra renders selections from 5.30 p.m. to 11.30 p.m.  
Special monthly terms for residents and for Shipping particulars only.  
For further particulars apply—  
Telephone 197  
Telegraphic Address "GRANDHOTEL"  
Manager

**SINGON & CO.**  
ESTABLISHED A.D. 1890.  
IRON STEEL, MISTAL and HARD WARE, MERCHANDISE, Wholesale and Retail from Hongkong, P.O. Box 100, Foundry (Coke) Importers, General Storekeepers and Shipbuilders. Nos. 33 and 35, HING LOONG STREET, (2nd Street, west of Central Market) Telephone No. 515.  
Hongkong, September 4, 1912.

**BUSINESS NOTICES.**  
**GREEN ISLAND CEMENT CO., LD**  
**Portland Cement**  
In Casks of 375 lbs. each.  
In Bags of 250 lbs. net.  
**Shewan, Tomes & Co**  
GENERAL MANAGERS.

**A PREVENTIVE OF MALARIA MOSCATINE.**  
THE INFALLIBLE INSECT REPELLER.  
Price 50 cts. \$1.00 and \$2.50 Per Bottle.  
Prepared only by  
**THE VICTORIA DISPENSARY.**  
82, Queen's Road Central.

**THE HONGKONG ROPE MANUFACTURING Co., Ltd.**  
Established 1823  
MANUFACTURERS OF  
**PURE Manila ROPE**  
STRAND 1" to 15" CIRCUMFERENCE.  
CABLE LAID 5" to 15" CIRCUMFERENCE.  
4 STRAND 3" to 10" CIRCUMFERENCE.  
Oil Drilling Cables of any size up to 3,000 feet in length.  
Prices, Samples and full particulars will be forwarded on application to  
**Shewan Tomes & Co., General Managers.**  
Hongkong, April 11, 1915.

**"MUMEYA"**  
"While-you-wait" Photography.  
JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WITH APPARATUS AND MATERIALS WHICH CAN FINISH IN AN HOUR.  
PRICE 2.00 per 8 pcs. for Post Card.  
No. 8, Queen's Road Central.  
TEL. No. 254.

**THE KWONG HIP LUNG CO., LTD.**  
(NOW RECONSTRUCTED)  
ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON FOUNDRY. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 tons.  
Tientsin Office, 48, COWAN STREET, HONGKONG. Telephone No. 459.  
Shanghai Office, 100, N. 100, HONGKONG. Telephone No. 100.  
Estimates furnished on application.  
WONG PING WA, Manager.  
Hongkong, April 1, 1915.

**Bournville**  
The "COCOA de Luxe"  
HIGHEST GRADE BRITISH MADE  
Cadbury  
"BOURNVILLE COCOA" represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation for food value and delicacy of flavor, and is second to none in any respect whatsoever."  
Medical Magazine, March, 1912  
**CADBURY'S CHOCOLATES**  
In Tins and Fancy Boxes  
Specially Packed for Export  
FROM "THE FACTORY IN A GARDEN," BOURNVILLE, ENG.  
Hongkong, Dec. 17, 1905.

## INTIMATIONS

## G. FALCONER &amp; CO., LTD.,

## WATCHMAKERS &amp; JEWELLERS.

DIAMOND BRACELETS, RINGS, BROOCHES,  
SILVER CUPS, TEA SETS, CIGARETTE CASES,  
etc., etc.,

AGENTS FOR

BENSON'S ENGLISH MADE WATCHES.

HOTEL MANSIONS: OPPOSITE GENERAL POST OFFICE.

## WING KEE &amp; CO.,

Nos. 47 and 48, CONNAUGHT ROAD CENTRAL  
SHIP-BUILDERS, SAILMAKERS, PROVISION MERCHANTS, COAL  
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING  
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL  
FRANCISCO TSE YAT, General Manager.  
Hongkong, March 10, 1915. TEL. 144.

THE KAILAN MINING  
ADMINISTRATION.

## KAIPING COAL

Now well-known throughout the East for  
STEAM RAISING, FORGING, STEEL MAKING, SHIPS' BUNKERS AND  
HOUSEHOLD PURPOSES.

## KAIPING COKE

Competes with the best quality English Coke for  
FOUNDRY, SMELTING AND HOUSEHOLD PURPOSES

BEST FIREBRICKS  
FIRECLAY,  
STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

TEL. ADDRESS: MAISHAN, HONGKONG.

TELEPHONE: No. 869.

DODWELL &amp; CO., LTD., Agents.

## THE CHINA MAIL, LTD

UNDERTAKES

## ALL SORTS OF ARTISTIC JOB-PRINTING

such as:

INVITATION CARDS, MENUS, DANCE AND ENTERTAINMENT  
PROGRAMMES, CIRCULARS, PAMPHLETS, BOOKS, PROSPEC-  
TUSES, WINE LISTS, ETC., ETC., ETC.

Obtain quotations from

THE CHINA MAIL OFFICE.

5 Wyndham Street.

European Supervision

Moderate Price

A Natural  
Remedy

Time was when disease was thought to be due  
to the direct influence of evil spirits, and exorcism  
and magic were invoked to cast it out.

Science has taught us wisdom. The evil  
spirits exist still. We call them "Disease  
Germs," and they also must be cast out. Once  
lodged in the stomach or intestines, fever with  
its hallucinations, or biliousness with its aches  
and pains, is the result.

ENO'S  
FRUIT SALT

is the approved remedy for driving out disease  
germs. Its action is quick and thorough. It  
clears the intestines, rouses the torpid liver to new  
life, stimulates the mucous membrane to a healthy  
action, and cleanses and invigorates the whole  
digestive tract.

It may be safely taken at any time by young  
or old.

It is very effective in the early stage of Diarrhea  
by removing the irritating cause.

Be prepared for emergencies by always keeping  
a bottle in the house.

Prepared on by

G. ENO, LTD., "FRUIT SALT" WORKS, LONDON, ENGLAND.  
SOLD BY CHEMISTS AND STORES EVERYWHERE.

## INTIMATIONS

MITSU BISHI GOSHI KWAISHA  
(MITSU BISEI CO.)

## COAL DEPARTMENT

SOLE PROPRIETORS OF TAKA-  
SUNA, OCHI, MUTABE, YO-  
SHINOTANI, KISHIDAKE, HOJO,  
KANADA, NAKAMURA, SAYO,  
SHINNEW AND KAMITAMADA  
Collieries.

AGENTS for SAKITO, & OYUBARI  
COALS.

## HEAD OFFICE:—TOKYO.

## BRANCH OFFICES:—

Nagasaki, Moji, Karatsu,  
Wakamatsu, Otsu, Muroran,  
Hakodate, Kobe, Osaka, Kure,  
Tokyo, Yokohama, Nagoya,  
Tsuyama, Shanghai, Hongkong,  
Hankow, Peking

TEL. ADDRESS for above: "IWASAKI"

Codes:—A1, ABU 5th Ed., Western Union.

## AGENCIES:

CHINKIANG: Messrs Gearing &  
Co.MANILA: Messrs Macondray &  
Co.SINGAPORE: Messrs Borneo Co.  
Ltd.GLASGOW: Messrs A. R. Brown,  
McFarlane & Co., Ltd.

For particulars, apply to

K. KATO,

Manager.

No. 2, PEDDER STREET,  
HONGKONG.PEAK TRAMWAYS COMPANY  
LIMITED.

## NOTICE.

NOTICE IS HEREBY GIVEN THAT  
in respect of ALL SEASON TICKETS  
available for Three Months issued on and  
after 1st May, next, the respective Prices  
will be as follows:—

Gentlemen ... .. \$30.00  
Ladies ... .. \$18.00  
Children ... .. \$12.00

and that the Price of Servants' Punch  
Tickets available for 20 Rides will be  
\$1.20.

Season Tickets expiring in April can be  
extended to April 30th, on same terms  
as new tickets, but no more than three  
months' Season Tickets and no Annual  
Tickets will be issued in April.

Notice is further given that on and after  
1st May next, daily return Tickets and  
Annual Tickets will be abolished.

By Order of the Directors,  
JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong, April 1, 1915.

## NOTICE.

We are prepared to deliver our  
MILK & BUTTER  
to any address in the City, East and  
West Point, Quarry Bay, Kowloon  
and Canton.

## TWICE DAILY

Orders for Milk and all Dairy  
Products can be registered at our  
Town Depot or at our branches at  
the Peak, Quarry Bay, Kowloon  
and Shamsien.

THE DAIRY FARM CO., LTD.

NORTH BRITISH & MEROANTILE  
INSURANCE CO.

IN WHICH ARE VESTED THE SHARES OF  
THE OCEAN MARINE INSURANCE  
COMPANY, LTD.,

and  
THE RAILWAY PASSENGERS  
ASSURANCE CO.

## TOTAL FUNDS at 31st DECEMBER, 1914:

223,622,185.  
I—Authorized Capital \$8,000,000  
Reserve Capital \$4,500,000  
Paid up Capital \$2,437,500  
II—Fire Funds: 3,899,114  
III—Life & Annuity Funds: 16,136,160  
Sinking Fund Account 85,512

Revenue Fire Branch: 2,667,168  
Life and Annuity Branch: 1,973,289  
Revenue Marine Department: 262,692  
Other Receipts: 430,193

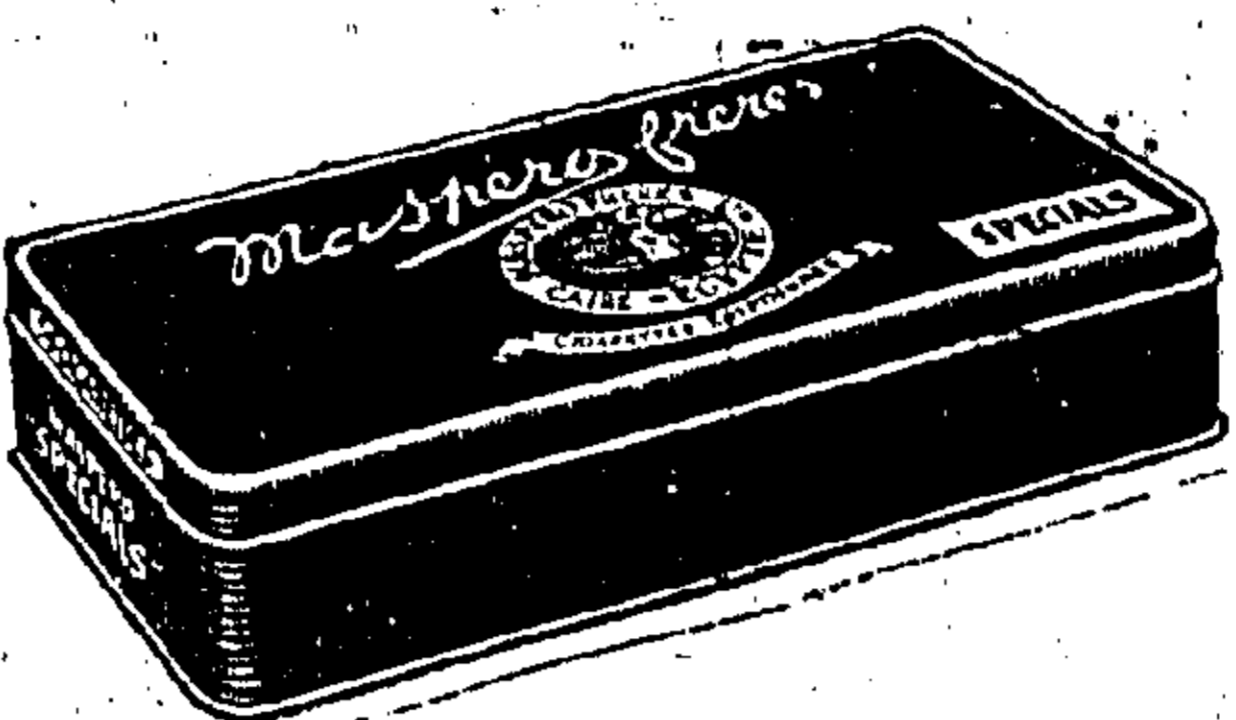
223,622,185.  
The Accumulative Funds of the various  
Branches are separately invested, and, by  
Act of Parliament, are set aside to meet  
the claims under the respective Depart-  
ments of the Company's Business.

SHEWAN, TOMES &amp; CO.

Agents.

IF you happen to be late your meals will  
be Courteously and Promptly served  
just the same. Only at the ALEXAN-  
DRA CAFE.

They  
are  
Delightfully  
Mild  
and  
Aromatic.



\$1.50

&amp; tin of

50

"Specials" Cigarettes.

AT THE FRONT WITH THE  
BRITISH ARMY.SIR JOHN FRENCH AND HIS  
SOLDIERS.

(From E. Ashmead-Bartlett in the  
"Daily Telegraph" of Mar. 5).

## GENERAL HEADQUARTERS IN FRANCE.

When on Monday morning, March 1,  
a little band of six war correspondents  
assembled at Victoria Station to catch  
the train which was to convey them to  
the front for France, and from there to  
the headquarters of the British Army, it  
seemed more like some pleasant dream,  
which would be dispelled at dawn, than  
an actual reality. I must admit I was  
more than delighted when the train drew  
out of the station conveying this happy  
little band rejoicing on their way, be-  
cause, having waited for this hour so  
long, and having been so often dis-  
appointed, I felt that at the last moment  
a counter-order would come from the  
War Office delaying our departure just a  
little longer for "military reasons."

We brought over with us three fine  
motor-cars, and were rapidly driven to the  
headquarters of the British Expedition-  
ary Force, arriving there a little after  
four o'clock. The weather was not en-  
couraging. It rained, snowed, hailed,  
and was bitterly cold. Our gallant sol-  
diers in the trenches must have suffered  
terribly. Now let me say a word about  
the arrangements. Everything connected  
with this tour has been organized con-  
sidering the minute detail by the military  
authorities, and a vast programme has  
been arranged on such a generous scale,  
in fact, that at the present rate of pro-  
gression, it is problematical if any one of  
us will survive the strain.

Yesterday morning we left our hotel  
at 8.30, and arrived back in it at 8.30  
p.m., only just in time to accept the  
numerous invitations to dinner from the  
Commander-in-Chief and other officers of  
the General Staff. We are going to keep  
this up for six days without a break, and  
the great difficulty we have to face is to  
find any time or any energy to write what  
we have seen of this finest army the  
world has ever produced, or is ever likely  
to produce.

## HEADQUARTERS.

On arriving at headquarters we were  
taken to the hotel, where rooms had been  
reserved. Everything has, in fact, been  
done for our comfort by the indefatigable  
officer who is in charge of all the arrange-  
ments for the tour. We were at once  
received by the Chief Field Censor. Then,  
having taken possession of our rooms and  
baggage, we commenced a round of visits  
to all the principal officers of the Head-  
quarters Staff, the chief actors in this  
tremendous drama of war, who, for six  
months, have been making history on a  
stage without limit, hidden from the  
outer world, and from the curiosity of an  
eager public.

All lovers of the sensational and showy  
in war would be bitterly disappointed if  
they came to headquarters. The great  
romances so beloved by the painters of 100  
years ago are gone for ever. There are  
no Napoleons riding about surrounded by  
immense staffs on prancing steeds, rival-  
ling one another in the picturesque-  
ness of their attire. There are no aides-de-  
camp or ordonnances dashing up every  
minute on war-worn steeds, conveying  
messages straight from the field of battle.  
Neither do you hear the thunder of guns  
or see long processions of wounded sol-  
diers being conveyed to the rear.

Formerly, too, the commanders-in-  
chief and their generals always occupied  
the finest chateaux which could be found  
in the theatre of war. Now these have  
to be avoided on account of the peril  
from the air, and the bigger position a  
man occupies in the army the more as-  
suredly you will find him hidden away in  
some humble lodging which cannot be  
distinguished from a hundred others in  
the same street.

All colour, all show, all the glittering  
non-essentials have disappeared from war  
for ever. It is just a great business pro-  
position, which must be carried through  
with a maximum of efficiency and a  
minimum of waste and delay. Formerly  
we always associated generals with  
longevity. They led healthy lives in the  
camp and in the open air, and their men-  
tal labours were balanced by long hours  
spent in the saddle, on the march, or on  
the battlefield at the head of their troops.  
This now generals remain shut up for  
days in their offices, or receiving informa-  
tion at the telephone or by wire from all  
parts of the vast front. They never ride,  
and it is a great problem for all those  
engaged in this incessant mental toil to  
keep physically fit. Even when the pres-  
ence of a commander-in-chief is actually  
necessary on the battlefield he never rides  
there, but is whisked away in a motor-  
car, and in a very short time has to take  
to the earth like a hunted rabbit to avoid  
aviators, long-range shells, bullets, and  
all the horrible devices which human  
ingenuity has been able to devise for the  
slaughter of its own species.

COMMANDER-IN-CHIEF'S LODGINGS.  
You can only get the excitement of  
the war by staying in London. To visit  
headquarters is like going on a rest cure,  
so quiet and dignified is this little French  
town in comparison. There are no special  
editions, no rumours, no bands, no masses  
of recruits marching to martial music, no  
darkened streets out here. Everyone,  
from the Commander-in-Chief downwards,  
has a definite duty to perform, and his  
mind has no time to waste on the thou-  
sand and one trifles and possibilities of  
air raids and submarine attacks, or the  
time-limit of Italy's neutrality, which  
we see into raptures of delight or depths  
of despair at home.

Headquarters gives you the impression  
of being the quietest and most relig-  
ious town in the whole world. If I  
ever have time I shall count the  
churches, but their bells ring all day and  
most of the night. The streets seem  
almost deserted. You do not even see  
many British soldiers. Here and there  
are officers just passing from one of the  
great administrative branches of the army  
to another. The generals—the men who  
control the destinies and who are respon-  
sible for the lives and upkeep of hun-  
dreds of thousands of men—pass to and  
fro, hardly distinguishable in plain khaki,  
except for the red and gold on their caps.  
Immediately on our arrival we were  
received by Sir John French. The Com-  
mander-in-Chief of the greatest army  
England has ever placed in the field, an  
army six times as large as was ever led  
to victory by Marlborough or Wellington,  
lives in a very small house, which can  
only be distinguished from its neighbour-  
hood by the two sentries at the gate. On  
entering, you find yourself in a tiny hall  
filled with comfort, which has been set  
out for the troops. On the right is a  
small room used by his aides-de-camp.  
In front is a small dining room, and  
opening from this the Field-Marshal's  
private working room, which contains a  
large table covered by a huge map, on  
which are marked the latest positions of  
all the units under his command.

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"Only a Cough" but you stop  
it while it is ONLY a cough.

WATERBURY'S  
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only a cough. Very palatable.

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SATURDAY, 10th April	The Play that ran for 687 Nights at the Royal Theatre, LONDON "MILESTONES"
MONDAY, 12th April	THE CHARMING COMEDY "Mrs. DOT" (SONNETT MAUDSLAN)
TUESDAY, 13th April	Direct from Wyndham's Theatre, LONDON "DIPLOMACY"
WEDNESDAY, 14th April	The World Famous Farical Comedy "WHEN KNIGHTS WERE BOLD"
THURSDAY, 15th April	The Great Crookman Drama "RAFFLES" (Title Role - CHARLES HOWITT)
FRIDAY, 16th April	The Delightful Play "NOBODY'S DAUGHTER"
SATURDAY, 17th April	The Screaming Farical Comedy "WHAT THE BUTLER SAW" By JUDON PARRY.

PRICES ... \$3.00, \$2.00 &amp; \$1.00

Commencing at 9.15 p.m. Sharp.

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Hongkong, 1st April, 1915.

293

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R.C. CATHEDRAL

COMPOUND, CAINE

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## ORGAN RECITAL

MONDAY,

April 12th

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on

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A QUANTITY OF  
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As follows:—  
TEAKWOOD.—Drawing Room Suites, Chesterfield Sofa and Chairs (new), Bedroom Suites, Dining Room Furniture, Arm-chairs and Sofas, Toilet Tables, Wardrobes, Washstands, &c., Sideboards, Dinner Wagons, Extension Dining Tables and Chairs, &c., &c.

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Catalogues will be issued.

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HUGHES & HOUGH,  
Auctioneers.

Hongkong, March 31, 1915. 293

### PUBLIC AUCTION

THE Undersigned have received instructions from the Executors, of the late W. D. GRAMM, to sell by Public Auction,

on

WEDNESDAY,

the 14th April, 1915, commencing at 2 p.m., at "Yalta" No. 65, the Peak.

THE WHOLE OF THE  
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FURNITURE,  
&c., &c.

Consisting of:—  
HALL.—Blackwood Settee, and Chairs, Stamped Leather Screen, Barometer, Hall Lamp, &c., &c.

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On view from Monday, the 12th April. Catalogues will be issued.

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Hongkong, March 27, 1915. 281

DON'T Forget about the Show, Supper, and Light Refreshments.  
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## AUCTIONS.

### PUBLIC AUCTION.

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on

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the 12th April, 1915, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Voeux Road, Corner of Ice House Street.

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Blackwood Cabinets, 1 fine 4 fold Blackwood Screen (Porcelain Panels), and Blackwood Fire Screen, Stands, Teapots, Hotsets, &c., One Piano, Marble Clock, American Safe, One Gent's Bicycle, &c., &c.

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Hongkong, April 6, 1915. 309

### PUBLIC AUCTION.

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THE Undersigned have received instructions from Mr. YOUNG MAN KEE, to sell by Public Auction,

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COLLECTION OF ANTIQUE  
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Kangxi 5-Coloured Vases, Plates, Bowls, Jars, Incense Burners, &c., &c.; Tung-ching Famille Rose and Blue and White Vases, Plates, Jars, Bowls, Pots, 5-Coloured Porcelain Panel Screens, &c., &c.

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A fine selection of Embroideries, Old Kakeomons, Bamboo Carvings, Bronze Incense Burners and Vases, Carved & Lacquered Screens, &c., &c., &c.

A few lots of Crystal, Agate and Jade Ornaments, &c., &c.

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Hongkong, April 7, 1915. 314

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## MR. ASQUITH'S GREAT SPEECH.

MONEY FOR THE WAR.

£2,000,000 PER DAY.

The House went into Committee of Supply, with Mr. Whitley in the Chair. (March 14th.)

On a supplementary Vote of £27,000,000 for the expenses, during the year to end March 31 next, of the Army and Navy, and for other miscellaneous purposes connected with the war, including the maintenance of the food supply.

Mr. Asquith, having explained that the vote was one of two appearing on the paper, the first applying to the year now closing and the second to the year 1915-16, proceeded: It will probably be convenient if in submitting the first vote I make a general statement on the whole matter. Dealing first with the Supplementary Vote of Credit, I will remind the Committee how matters actually stand.

On Aug. 6 last year the House voted in its Vote of Credit £100,000,000, and on Nov. 15 the House passed a Supplementary Vote for £25,000,000, raising the total Vote of Credit for the year expiring financial year to £125,000,000. It was found, however, that this amount would not suffice for the expenditure being incurred up to March 31, and we are therefore asking the Committee for a further Vote of £37,000,000 to carry on the public services up to that date.

If the Committee assents to our proposal it will raise the total amount granted by Votes of Credit for the year 1914-1915 to £152,000,000.

I need not say anything as to the terms in which, or the purposes for which, this vote is required; they are the same as on the last occasion. But I ought to draw attention to one particular in which the Supplementary Vote differs from the Vote to be subsequently proposed for the year 1915-16.

On the outbreak of the war the ordinary supply on a peace basis had been voted by the House. Consequently the Votes of Credit for the year 1914-1915, like those on all previous occasions, have been taken in order to provide the amounts necessary for naval and military operations in addition to the ordinary grants of Parliament. It follows that the expenditure charged on chargeable to the votes of credit for this financial year represents, broadly speaking, the difference between the expenditure on a peace footing and the expenditure on a war footing.

The total on that basis which would be raised, if this Supplementary Vote is assented to, will be £152 millions.

For reasons, the validity of which the Committee has recognised on previous occasions, I do not think it is desirable to give precise details of the items which make up the total, but without entering into them I may roughly apportion the expenditure.

For the Army and Navy, according to the best estimates which at present can be framed, there will be required, approximately, 275 millions. That, of course, is in addition to the sums voted before the war for the Army and Navy, which amounted to £90,000,000.

That leaves unaccounted for a balance of eighty-seven millions, raised by votes of credit, of which approximately thirty-eight millions represents advances for war expenditure made or being made to the self-governing Dominions, the Crown Colonies, and Protectorates.

In addition to that sum of thirty-eight millions there has been advanced to Belgium ten millions and to Serbia £900,000. Further advances to these two Allies are under consideration, the details of which it is not possible yet to make public. The balance, roughly thirty-eight millions, is required for miscellaneous services covered by the Vote of Credit which have not yet been separately specified.

WAR'S COST TO MARCH 31.

I think the Committee will be interested to know what the actual cost of the war has been to this country, or will be, as far as we can estimate, up to March 31 next. The war will then have lasted for 240 days. As the votes of credit up to that time, assuming this vote to be carried, will amount to £152,000,000, it may be said, speaking generally, that the average expenditure upon the Vote of Credit will have been, roughly, £1,500,000 per day throughout the time. That, of course, is the excess expenditure due to the war over the expenditure on a peace footing.

That represents an immediate charge upon the tax-payer of this country for this year, but, as the Committee knows, a portion of the expenditure consists of advances for the purpose of assisting or securing the food supply of the country, which will be recoverable in the whole or to a very large extent in the near future; and a further part represents advances to the Dominions and other States which will ultimately be repaid.

If those items are excluded from the account the average expenditure per day on the war is slightly lower.

After making full allowance for the items which are in the nature of recoverable loans, the daily expenditure does not work out at much less than £1,200,000 per day.

£1,200,000 AFTER APRIL 1.

I have spoken of averages. These figures are averages taken over the whole period from the outbreak of war. On the outbreak of war, after the initial expense of mobilisation had been incurred, the daily expenditure was considerably below the average, as many charges had not yet matured. The expenditure has risen steadily, and is now well over

the daily average that I have given. To that figure must be added, to give a complete account of the matter, something for war services other than naval or military.

At the beginning of the war these charges were not likely to be very considerable, and probably it would be within the mark to say that from April 1 we shall be spending over £1,700,000 per day above the normal expenses of the country.

PERHAPS NOW I may say something for the convenience of the Committee on the next Vote—the Vote of Credit for the ensuing year, which amounts to £250,000,000. The Committee will at once observe an obvious distinction between the Votes of Credit we have taken for the current financial year and that which we propose to take for the ensuing year. As I have pointed out, on the outbreak of the war ordinary Supply of the year had been granted by the House, and accordingly the votes of credit for 1914-15 had been an amount beyond the ordinary grant of Parliament for the cost of naval and military operations. When we came to frame estimates for the year 1915-16 the Treasury was confronted with a difficulty which amounted to an impossibility, in presenting the Parliamentary Estimates in the ordinary form for Navy and Army expenditure apart from the cost of the war. All the material circumstances have been set out in the Treasury minute of Feb. 5, and in principle have been approved by the House.

LARGEST SINGLE VOTE ON RECORD.

The Committee will remember that the total Estimates which we have presented for the Army and the Navy amounted to £15,000,000 for the Army and to £17,000,000 for the Navy. The whole cost of both these services will be chargeable and will be provided for out of Votes of Credit, and the Vote of Credit now being taken provides for general Army and Navy services in so far as specific provision is not made therefor by Parliament in the small Estimates already presented.

THE VOTE OF CREDIT has two features which I believe are quite unique, and without precedent. In the first place it is the largest single Vote on record in the annals of this House; and, secondly, as I have said, it provides for ordinary as well as for emergency expenditure of the Army and Navy.

TWO MILLIONS A DAY.

The Committee may ask on what basis this sum of £250,000,000 has been arrived at.

As regards the period for which this vote is being taken, it has been thought advisable to take a sum sufficient, as far as we can judge, to provide for all expenditure to come in course of payment up to, approximately, the second week in July—about 100 days.

As regards the daily rate of expenditure, the War Office calculates that from the beginning of April, 1915, the total expenditure on Army services will be at the rate of £1,500,000 per day, with a tendency to increase.

The total expenditure on the Navy, from the commencement of April will, it is calculated, amount to about £100,000 a day.

The aggregate expenditure on Army and Navy services at the beginning of 1915-16 will, therefore, be £1,600,000 per day, with a tendency to increase.

For the purposes of our estimate the figures are taken at a level of £2,000,000 a day.

Upon a peace footing the total daily expenditure on the Army and Navy, on the basis of the estimates approved last year, is about £220,000.

There are other items in regard to advances to our own Dominions and other States for which provision has also had to be made, and the balance of the total of the £250,000,000 for which we are now asking will be applied to these and kindred or emergency purposes.

COST OF OTHER WARS.

It may be interesting to the Committee to be reminded what has been our expenditure upon the great wars of the past.

The total cost of the great war, which lasted twenty years, from 1793 to 1815, was estimated by the best authorities at £331,000,000.

The Crimean War may be put down as about £70,000,000.

The South African War, from 1899 to March 31, 1903, was estimated to have cost £211,000,000.

ENCOURAGING SITUATION.

In presenting these two Votes of Credit the Government are making a large pecuniary demand on the House—a demand beyond all comparison larger than any that has ever been made by any

Government in the history of this country.

There has been, and there will be, no denudation or impairment of the forces which are at work in France and in Flanders.

Both the French and ourselves will continue to give them the fullest and most effective support.

Nor, what is equally important, has there for the purposes of these operations been any weakening of the Grand Fleet. (Cheers.)

The enterprise that is now going on, and has so far gone on in a manner which reflects the highest credit on all concerned, was carefully considered and conceived with very distinct and definite objects, political, strategic, and economic. (Hear, hear.)

Some of these objects are so obvious that they need not be stated, and others are of such a character that it is, perhaps, better for the moment not to state them. (Hear, hear.) But I should like to advert for a moment, without any attempt to forecast the future, to two features of this matter.

The first is that once more it illustrates the close co-operation of the Allies.

THE SECOND feature is that it illustrates the close co-operation of the Allies.

THE THIRD feature is that it illustrates the close co-operation of the Allies.

THE FOURTH feature is that it illustrates the close co-operation of the Allies.

THE FIFTH feature is that it illustrates the close co-operation of the Allies.

THE SIXTH feature is that it illustrates the close co-operation of the Allies.

THE SEVENTH feature is that it illustrates the close co-operation of the Allies.

THE EIGHTH feature is that it illustrates the close co-operation of the Allies.

THE NINTH feature is that it illustrates the close co-operation of the Allies.

THE TENTH feature is that it illustrates the close co-operation of the Allies.

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British Ministry in the whole course of

—in this case the French and ourselves

We are making that demand with the full conviction that, after seven months of war, the country and the whole Empire are every whit as determined as they were at the outset—(cheers)—if need be, at the cost of all we can command—(cheers)—both in men and in money, to bring a righteous cause to a triumphant issue.

There is much to encourage and stimulate us in what we see.

Nothing has shaken, nothing can shake our faith in the unbroken spirit of Belgium—(cheers)—in the undoubted heroism of indomitable Serbia—(cheers)—in the tenacity and resource with which our two great Allies, the one in the West and the other in the East, hold their fast—(cheers)—and will continue to hold them till the hour comes for an irresistible and decisive advance. (Cheers.)

Our Dominions and our great dependency of India have sent us splendid contributions of men—(hear, hear)—a large number of whom are already at the front, and the whole of whom will before very long be in the fighting line. (Cheers.)

We hear to-day with great gratification that Princess Patricia's Canadian Regiment has been doing during the last few days most gallant and efficient work. (Cheers.)

NEVER MORE CONFIDENT.

We have no reason to be otherwise than satisfied with the progress of recruiting. The Territorial divisions, now fully trained, are capable—I say it advisedly—of confronting any troops in the world. (Cheers.)

The new armies, which have lately been under the critical scrutiny of skilled observers, are fast realising all our most sanguine hopes.

War carried on upon this gigantic scale, and under conditions for which there is no example in history, is not always or every day a picturesque or spectacular affair. Its operations are of necessity in appearance slow and gradual.

Without entering into strategic detail, I can assure the Committee that, with all the knowledge and experience which we have now gained, his Majesty's Government have never been more confident than they are to-day of the power as well as the will of the Allies to achieve ultimate and durable victory. (Loud cheers.)

DARDANELLES OPERATIONS.

I should like to call the attention of the Committee to one or two new aspects of the war that of late have become prominent. I will refer first to the operations which are now in progress in the Dardanelles. (Cheers.) It is a good rule in war to concentrate your forces on the main theatre, and not to dissipate them in disconnected and sporadic adventures, however attractive and promising they may appear to be. That consideration, I need hardly say, has not been lost sight of in the councils of the Allies.

There has been, and there will be, no denudation or impairment of the forces which are at work in France and in Flanders.

Both the French and ourselves will continue to give them the fullest and most effective support.

Nor, what is equally important, has there for the purposes of these operations been any weakening of the Grand Fleet. (Cheers.)

The enterprise that is now going on, and has so far gone on in a manner which reflects the highest credit on all concerned, was carefully considered and conceived with very distinct and definite objects, political, strategic, and economic. (Hear, hear.)



BY TELEGRAPH.

THE S. S. GLENROY BADLY ASHORE.

WILL PROBABLY BE A TOTAL LOSS

(From Our Own Correspondent.)

SINGAPORE, April 8, 12.5 p.m.

The s.s. "Glenroy," homeward bound, went badly ashore on the Pallodan Hall Shoal, five miles north of Horsburgh Light, yesterday morning.

She has a big hole amidships and the decks are awash.

It is feared that she will be a total loss.

The Captain and some of the crew are standing by to prevent piracy.

The s.s. "Glenroy," which left here about a week ago, belongs to Messrs. McGregor, Gow and Co. She is of 4,001 gross tonnage, and was built in 1901 by the London and Glasgow Co., Ltd. Messrs. Shawun, Turner and Co. are the local agents.—Ed.

**"MILESTONES."**

The three-act play, *Milestones*, which is to be staged at the Theatre Royal on Saturday night by the Howitt-Phillips Co., is in every way a production full of merit. Written by Arnold Bennett and Edward Knoblauch, the former is supposed to have been responsible for the greater part of the production—the play was staged at the Theatre Royal in March 1912 and proved to be one of the greatest London successes of recent years—running for six hundred and twenty-nine consecutive nights.

The second act is laid twenty-five years later, 1833, the age of bewilderment. John Reed has amassed a fortune by building iron ships and is married to Rose, a beautiful daughter. Emily, just turned twenty, is the only child of an old friend, old Ned Pym, of 1380, appears on the scene. Emily leaves Arthur Preece, a young engineer in the Works, but John Reed will not agree to their marriage. 1858. Emily is again in the end, Emily, broken-hearted at the discovery that she is causing her parents' yields and alliance into the pecuniary by forming an alliance with Lord Monkthorpe whom, earlier in the scene, she has affectionately termed "Daddy."

**"MILESTONES."**

The first act is laid in 1864—the day of the civil war—when the world has already begun to be stirred with the coming of great events. John Rhead seeks in marriage beautiful Rose Sibley, but owing to his constant adherence to his belief in the splendid future of the iron and steel material for building ships, is given to undervaluing Sam Sibley that a fadist will never marry his sister. A heated scene ensues in which occurs a "battle royal" between the old conservative and the modern spirit. Rhead, however, relying on his expert in iron and John Rhead, looking to the future, deems it advisable to form a business alliance with the shipbuilding firm of McLean. The Sibleys, sticking to their old-fashioned "built of good British oak," look upon the new ship as a traitor to the firm when he, upon their refusal, to entertain his proposal, declares his intention of quitting it. Gertrude Rhead, betrothed to Sam, is so disappointed with this attitude he takes up that she forsakes him. As the act closes, she regrets throughout the rest of her life.

"Uncle Ned."

The third act is of to-day. The contrast between the period of "yesterday" and "to-day" is striking. Not only the fashions undergo a radical change but the attitudes of the younger generation has become strikingly different. Muriel, Lady Roushmar's daughter, is engaged to a young man of the name of Sydney MacSibbie. The same old story is repeated, but Muriel, the modern young lady, shows that she has her wit about her and comes out with colours flying.

The MacSibbie has a world of charm about him. The old people Sir John Rhead, a baronet now, and Rosie his wife, are seen by the fire last in thought, while Gertrude Rhead tremulously tries to explain to Muriel the folly of the match. Muriel enters, softly. The young man, Sydney, is a very handsome fellow, and Muriel has a deep reverence of the strange changes that have come over the world, changing women into "unsexed creatures," but his address leaves him as—Muriel hands him a rose, and she hands to his wife. The ending is the poignant moment of the play throughout the play.

the old conservative and the modern spirit. Rhead and Sibbey are experts in iron and John Rhead, looking ahead, deems it advisable to form a business alliance with the shipbuilding firm of McLean. The Sibbeys, sticking to their ideal of ships "built of good British oak," look upon poor John Rhead as a traitor to the cause when he, upon their refusing to entertain his proposal, declares his intention of quitting the iron trade. Rhead, betrothed to Sam, is so disappointed by the attitude he takes up that he looks at him—an act she regrets throughout the rest of her life.

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BEER.  
IN THE  
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**SOLE AGENTS**

**Gande, Price & Co., Ltd.,**

Venice, Feb. 21.  
Following a meeting held here to-night in favor of Italian intervention in the war, a crowd gathered in the Piazza and burned the Austrian flag.  
According to reports from Trieste the Italian Consul there was insulted to-day by a German beggar. The police were summoned and arrested the beggar, but afterwards released him in spite of the protests of the Consul. The incident has caused intense excitement and indignation among the Italian population, which predicts that the disposition of the authorities during the last few days has become increasingly anti-Italian.—Reuter.

# AUSTRIAN FLAG BURNED.

LONDON, April 7.  
Reuter's Athens correspondent telegraphs that the captain of a steamer which has arrived here reports that the British Fleet is again bombarding the forts of Smyrna. On Sunday warplanes were dropping bombs on the forts. The Valf of Smyrna has ordered all Europeans to leave the town.



## SHIPPING

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	(MALTA) About 10th Apr.	Freight and Passage.	
SOUNDON, via Suez Port	(ORIENTAL) Noon	See Special of Call	
LONDON via Suez, Pao, Colono, Port Said & Malakka	(KORSE) 10 a.m. 28th Apr.	Freight and Passage.	
SHANGHAI, MOJI, KOBÉ, NAGASAKI	(Capt. D. A. BRYAN) 3rd May	Freight and Passage.	

Subject to immediate alteration without Notice.

All the above steamers are fitted with Wireless Telegraphy.

F. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

## OSAKA SHOSHEN KAISHA.

REGULAR SERVICE, PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION.)

THE AMERICAN LINE TO TACOMA  
AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY  
For VICTORIA B.C. and TACOMA via SHANGHAI, NAGASAKI, KOBÉ, YOKKAICHI and YOKOHAMA.

S.S. 'TACOMA MARU' 1st Capt. T. Hamada, Friday, 23rd April at 3 p.m.  
S.S. 'PANAMA MARU' 1st Capt. J. Hamada, Monday, 26th April at 3 p.m.  
These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted for carrying Silk, Treasure and Parcels.

For BOMBAY via SINGAPORE and COLOMBO

S.S. 'DAIREN MARU' Monday, 12th April, at 7 a.m.

For TAMSUI and KEELUNG via SWATOW and AMOY.

S.S. 'KALIO MARU' Capt. Y. Yamamoto, Sunday, 11th April, at 3 p.m.

S.S. 'DAIJIN MARU' Capt. K. Murakami, Friday, 16th April, at 10 a.m.

## FOR HAIPHONG (DIRECT).

S.S. 'KEIJO MARU' Captain Imamura, leaving on THURSDAY the 8th April at 10 a.m.

S.S. 'DAIGI MARU' Captain S. Tokushige, leaving on TUESDAY, the 13th April at 10 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

Y. ASAI, Manager,

Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN  
MAIL SERVICE

## TO AUSTRALIA, via MANILA.

## MAIL SCHEDULE

(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	22nd April	20th April, at 11 a.m.
EASTERN	30th April	13th May, at 11 a.m.
ALDENHAM		21st May, at 11 a.m.

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents.

## NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipments at CALCUTTA, in conjunction with the

## INDO-CHINA STEAM NAVIGATION CO. LTD.

## AND APCAR LINE.

## Proposed Sailings from Hongkong.

Steamer from Hongkong	On or about	Connecting at Calcutta with	on or about
ITOLA	20th April	A Natal Line Steamer	Beginning of May

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

## HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL

(With liberty to call at the Malabar Coast).

FOR NEW YORK via PANAMA CANAL

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

## THE NANYO YUSEN KAISEI

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Malakka, Samarang and Sourabaya.

S.S. 'HOKUTO MARU', For Moji & Kobe, 10th April.  
For Freight or Passage apply to

DODWELL & CO., LTD., Agents.

## SHIPPING

## PACIFIC MAIL S.S. CO.

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.  
MONGOLIA 27000 tons MANGHURIA 27000 tons  
KOREA 12000 tons SIBERIA 12000 tons  
CHINA 10000 tons NILE 10000 tons  
PERSIA 8000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

'THE SUNSHINE BELT'—The Most Comfortable Route to America and Europe

STEAMERS	SAILING	DATE	TIME
S.S. 'MONGOLIA'	Tuesday	4th May	1 p.m.
S.S. 'PERSIA'	Tuesday	18th May	Noon
S.S. 'KOREA'	Wednesday	26th May	1 p.m.
S.S. 'SIBERIA'	Tuesday	1st June	1 p.m.

These steamers are famous for their modern appliances, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Momi, the world-famous chef. Large passenger, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous comfortable 'all water' reclining seats. Full orchestra, deck games, dances, etc. — not a dull moment throughout the trip. The safety and comfort of travel in our First Cabin.

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, Agent,

King's Building (opposite Blake Pier), Telephone No. 141

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer. Displacement Tons & Speed. Leave Hongkong.

TENYO MARU 22,000-21 knots, Tues., 13th April at Noon.

\*JIPPON MARU 11,000-18 knots, Tues., 27th April at 10.30 a.m.

SHINYO MARU 22,000-21 knots, Tues., 11th May at Noon.

CHIYO MARU 22,000-21 knots, Tues., 8th June at Noon.

\*Via MANILA. Omitting Shanghai.

First Class to London 271-10. Return (6 months) £130.

" " New York 230-20. " " £98-10.

" " San Francisco 245-20. " " £88-10.

SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

via Japan Ports, Honolulu, Hilo, Los Angeles, Manzanillo, Salina Cruz, Panama, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires, etc.

Steamer. Displacement Tons & Speed. Sailing.

SHINYO MARU 14,000-15 knots, Tuesday, 11th May.

For full particulars as to Passage and Freight apply to

K. DOI Acting Agent,

KING'S BUILDING (Opposite Blake Pier), Telephone 231.

## NIPPON YUSEN KAISHA.

## (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION. STEAMERS. Displacement. SAILING DATES

MARSEILLES & LONDON

via SINGAPORE, MALACCA, PENANG, COLOMBO, SUEZ and

PORT SAID

VICTORIA B.C. & SEATTLE

via SHANGHAI, MOJI, KOBÉ, YOKKAICHI & YOKOHAMA

SYDNEY and MELBOURNE

via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE

BOMBAY via SINGAPORE, MALACCA and COLOMBO

CALCUTTA via SINGAPORE, MALACCA and COLOMBO

PENANG & RANGOON

NAGASAKI, KOBÉ & YOKOHAMA

SHANGHAI, KOBÉ & YOKOHAMA

MOJI & KOBÉ

SHANGHAI, KOBÉ & YOKOHAMA

COLOMBO MARU, (Monday) 12th April

YOKOHAMA (Capt. Okamoto, Tons 8,000)

Wireless Telegraphy.

PASSENGER SEASON FOR 1915.

FOR EUROPE.

Steamers. Displacement. Leave Hongkong.

ATSUTA MARU 16,000 tons Saturday, 10th April

YASAKA MARU 25,000 tons Thursday, 22nd April

MIYASAKI MARU 16,000 tons Thursday, 8th May

KITANO MARU 16,000 tons Thursday, 20th May

FUJIMI MARU 25,000 tons Thursday, 3rd June

HIRANO MARU 16,000 tons Thursday, 17th June

FOR AMERICA.

YOKOHAMA MARU 12,600 tons Thursday, 15th April

SADO MARU 12,600 tons Tuesday, 4th May

AWA MARU 12,600 tons Tuesday, 18th May

SHIZUOKA MARU 12,600 tons Thursday, 27th May

KUSUMOTO, Manager.

Telephone No. 222.

## SHIPPING

## CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
NEWCHWANG	KANSU	April 10, Daylight.
SHANGHAI	CHENAN	April 11, Daylight.
MANILA, CEBU & ILOILO	TAIY	April 13, at 4 p.m.
SHANGHAI	ANHUI	April 13, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'

MANILA LINE. Twin Screw Steamers 'Chincha', 'Taming', & 'Tan'. Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on 'Taming' and 'Tan'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chienan' and the s.s. 'Kanchow', 'Lanchow', and 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Telephone No. 32.

AGENTS.

## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SANDAKAN	HINSANG	FRIDAY, April 9, at Noon.
SHANGHAI	ONGSANG	FRIDAY, April 9, at 3 p.m.
SHANGHAI	TAISANG	SATURDAY, April 10, Daylight.
MANILA	LOONGSANG	SATURDAY, April 10, at 3 p.m.
TIENTSIN via WEIHAIWEI	CHIPSANG	MONDAY, April 12, Daylight.
MOI, YOKOHAMA & KOBÉ	POOKANG	TUESDAY, April 13, Daylight.
HOIHOW & HAIPHONG	LOKANG	WEDNESDAY, April 14, at 10 a.m.
MANILA	YUENSANG	SATURDAY, April 17, at 3 p.m.
TIENTSIN via WEIHAIWEI	CHONGSHING	SUNDAY, April 18, Daylight.
MOI, KOBÉ & YOKOHAMA	LAISANG	TUESDAY, April 20, Daylight.

## RETURN TOURS TO JAPAN.

The steamers Kiangang, Namang & Pookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yatsung, Kwangang, and Suwang leaving Hongkong at regular intervals for Yokohama, Kobe & Moji and returning thence direct to Hongkong. Time occupied 18 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chafco, Tientsin, Dairen, Weihai.

Taking Cargo on through Bills of Lading to Kuda, Lahad Dato, Singapore, Tawau, Dunkan, Jesselton and Labuan.

For Freight or Passage, apply to

Telephone No. 215.

JARDINE, MATHESON & Co., Ltd.,

General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

## NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBÉ, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

Agents.

## THE ROYAL MAIL STEAM PACKET COMPANY

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

## 'SHIRE' LINE SERVICE—HOMEWARD.

For Steamer. Date of Departure.

LONDON.....'CARNARVONSHIRE'..... 11th April.

LONDON.....'MONMOUTHSHIRE'..... 5th June.

## TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

Agents.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

## WESTWARD.

S.S. 'ITOLA', 5,267 tons, Capt. Butler, will be despatched for SINGAPORE, PENANG & CALCUTTA on 20th April.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or Passage, apply to

DAVID BASSEON & CO., LTD.,

Agents.

## SHIPPING



STEAM FOR

STRAITS, CEYLON, AUSTRALIA, COLOMBO, EGYPT, MEDITTER, RANKAN PORTS, FLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'ORIENTAL', Captain A. L. VALENTIN, carrying His Majesty's Mails will be despatched from this port for BOMBAY, on SATURDAY, the 10th April, at Noon, taking Passengers and Cargo for the above ports in connection with the Company's Steamship Service from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong, Suez and Valparaiso, and the above for Italy, France, and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the India Mail in London on 30th May, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT,

Superintendent,

Hongkong, March 26, 1915.

## NOTICES TO CONSIGNEES

## MOGUL LINE OF STEAMERS.

## NOTICE TO CONSIGNEES.

## THE S.S. 'ERROLL'.

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Hill's Wharf, and thence and or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 20th inst., or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns where they will be examined on the 6th inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODWELL & CO., LIMITED,

Agents.

Hongkong, April 1, 1915.

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## TOYO KISEN KAISHA.

FROM SAN FRANCISCO, via HONOLULU, JAPAN PORTS AND SHANGHAI.

THE Steamship



